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600CENTRAL INTELLIGENCE GROUP  
INTELLIGENCE REPORT

75481

COUNTRY Germany/Russian Zone

DATE:

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SUBJECT Central Administration of the Interior:  
Railway and Water Police

INFO. [REDACTED]

DIST. 12 May 1947

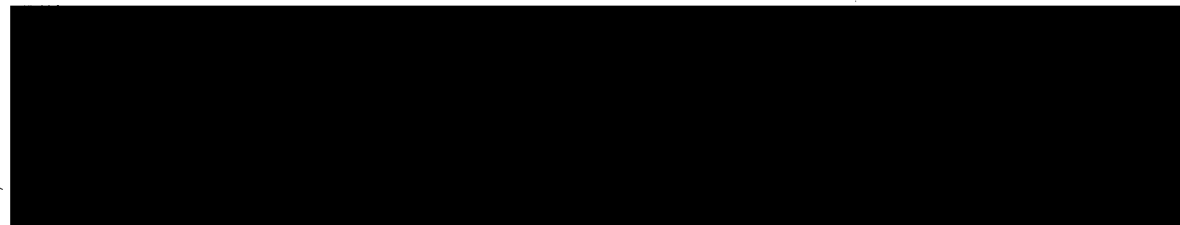
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ORIGIN [REDACTED]

SUPPLEMENT



25X1X 1. [REDACTED], who pointed out the dangers inherent in the organization of a large para-military railway police organization under Soviet or Communist control as early as April 1946, stated that he viewed with great concern the present development of the Railway and Water Police in the Central Administration of the Interior at Wilhelmsruhe. [REDACTED] there has been of late an increasing tendency to staff the Railway and Water Police only with "one hundred proof" Communists, many of them dismissed but recently from the police force in the British and American Sectors of Berlin. It is a well known fact that Wilhelmsruhe employs an inordinately high percentage of SED men. That the Railway and Water Police should insist on Communists only means to source that there is some activity within that organization other than what one would usually associate with the name. [REDACTED]

25X1X [REDACTED] but thought it quite possible that the Railway Police is already, or will become in the future, the part of the Central Administration used to camouflage a secret or political police.

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25X1X 2. [REDACTED], the Railway Police has always been an integral part of the Reichsbahn system. In normal times it was a relatively small organization, used to guard railway property and to investigate routine thefts of railway supplies and pilferage of goods en route. They had no authority outside of railroad property and did not have the power of arrest. After the end of the war, and in view of the increasing rate of lawlessness, it was decided by the Soviet authorities that the Railway Police needed strengthening. A large number of additional personnel was recruited, trained, and armed with weapons ranging up to submachine guns. To the uniformed personnel a substantial number of plainclothesmen were added; and, after the organization of the Central Administration of the Interior, the Railway Police was detached from the Reichsbahn and placed under the control of the CAI. [REDACTED] there was no authority under which the Railway Police could assume normal police functions. Nevertheless, at present they consider themselves on equal footing with the Schutz and Kriminalpolizei, exercise the power of arrest and are de facto the only functioning Zonal Police, the jurisdiction of all other law enforcement agencies being restricted to their own land or province.

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3. The Water Police (Wasserschutzpolizei), in contrast to the Railway Police, has considerable police tradition behind it. It was part of the Staatspolizei (Stapo) before 1945, although in Berlin it was always under the control of the Police President. It has considerable authority on all waterways, harbors, canals, etc., and its potentialities as an intelligence gathering or repressing

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Document No.

NO CHANGE in CLASS.

CLASSIFICATION

DATE: 4 Apr 77

BY: [REDACTED]

DATE: 10/1/78

BY: [REDACTED]

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

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organization are great (Smuggling, kidnapping, facilitating illegal entry, etc.). Its unification with the Railway Police came as a surprise.

4. Chief of the Railway and Water Police is Ministerial Dirigent Loll, formerly Chief of the Police Inspectorate in Neu-Kölln, U. S. Sector.

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Comment: Loll was dismissed from his post in the American Sector after he was found guilty by a U. S. Public Safety investigation of having engaged in unauthorized political activity. Another charge, that of obstructing orders of the Military Government, remained unsettled.

Loll's deputy is Ministerialrat Sieber, formerly a high ranking official of the Reichsbahn.

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Comment: Sieber, 4 Dahlemer Weg, Zehlendorf, is at present under investigation by the Berlin CIC for his alleged complicity in the kidnapping of one Lorentz by the EVD from the American Sector.

5. That the Railway and Water Police is engaged in tracking down and arresting individuals against whom the Soviet authorities have objections on political grounds was well illustrated by the case of Pieper, former Chief of Personnel in the Reichsbahn Administration. Pieper, a Social Democrat of old standing, attempted the organization of an independent SPD in the Soviet Zone. This, when discovered, displeased the Soviet authorities, who ordered Pieper's arrest. The latter evaded detention, but was followed to the American Sector of Berlin by agents of the Railway Police who attempted to arrest him on the S-Bahn. Pieper resisted and succeeded in breaking away, but was shortly thereafter arrested by the German Police in the U. S. Sector, who claimed there was a warrant for his arrest issued by the Railway Police.

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Comment:

Pieper was released by the U. S. Public Safety Officer after the facts of the matter were brought to his attention. He has since been transferred to the British Zone of Germany. It is significant that U.S. Public Safety was approached by the Central Administration of the Interior, who requested Pieper's immediate extradition.

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- 25X1X that quite apart from the merits of the case, that is, whether Pieper did or did not violate any laws, his attempted arrest by the Railway Police for an alleged offense political in character was ipso facto illegal. Furthermore, the Railway Police have no authority on the S-Bahn within the city limits of Berlin.

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Comment: For further information on the Railway and Water Police in the Central Administration of Interior, see Report No.

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